

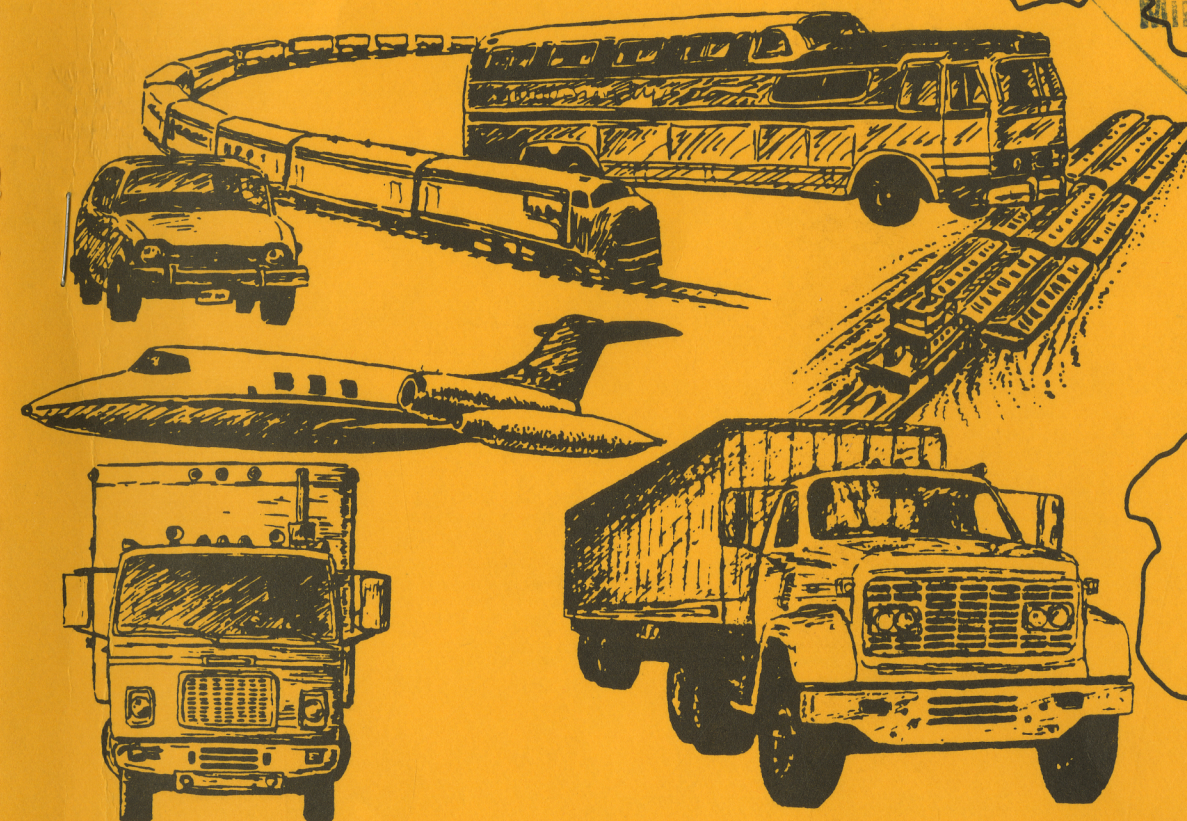


# Transportation Analysis

TA-M348

T.H. 94 from T.H. 494 to Shingle Creek Parkway  
January, 1987

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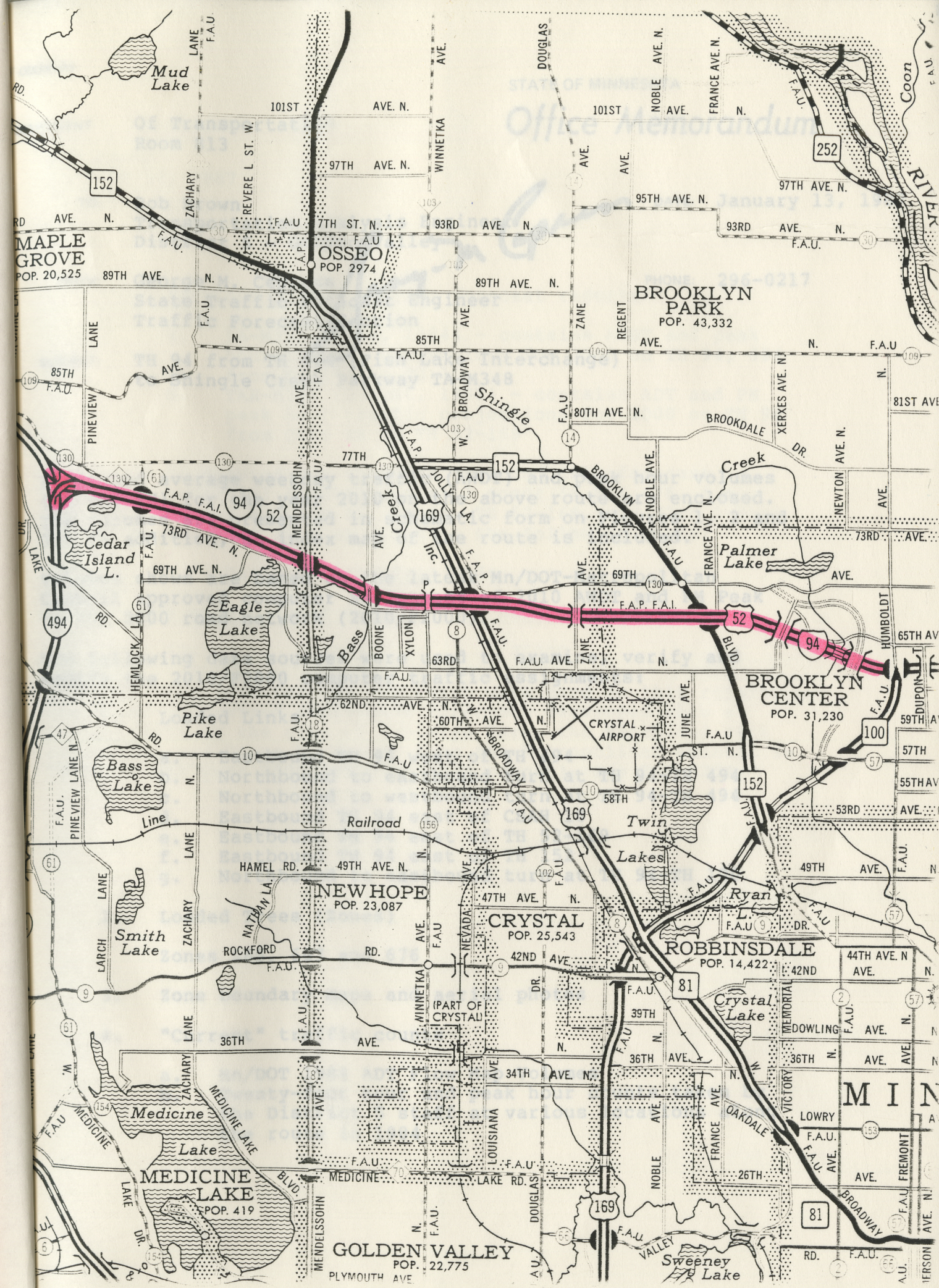


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PREPARED BY  
THE MINNESOTA DEPARTMENT OF TRANSPORTATION  
PROGRAM MANAGEMENT DIVISION  
TRAFFIC FORECASTS SECTION









DEPARTMENT Of Transportation  
Room 813

# Office Memorandum

TO: Bob Brown  
Transportation Analysis Engineer  
District 5 - Golden Valley

FROM: George M. Cepress  
State Traffic Forecast Engineer  
Traffic Forecast Section

SUBJECT: TH 94 from TH 494 (Fish Lake Interchange)  
to Shingle Creek Parkway TA-M348

DATE: January 13, 1987

PHONE: 296-0217

Projected average weekday traffic (AWDT) and peak hour volumes (AM and PM) for the year 2010 on the above route are enclosed. The volumes are presented in schematic form on Figures 1, 2 and 3. In addition, an index map of the route is included.

Volumes shown are based on the latest Mn/DOT-Metropolitan Council approved computer assignment of 2010 AWDT and PM Peak to the 2000 road network (2010/F2000).

The following data sources were used to examine, verify and modify the 2010/F2000 computer traffic assignments:

1. Loaded Links
  - a. Eastbound TH 94 west of TH 494
  - b. Northbound to eastbound turn at TH 94-TH 494
  - c. Northbound to westbound turn at TH 94-TH 494
  - d. Eastbound TH 94 east of CSAH 18
  - e. Eastbound TH 94 east of TH 52-169
  - f. Eastbound TH 94 east of TH 152
  - g. Northbound to eastbound turn at TH 94-TH 100
2. Loaded Trees (Zones)
 

Zones 665, 667 and 676
3. Zone boundary maps and aerial photos
4. "Current" traffic counts
  - a. Mn/DOT 1984 ADT Flow Map Volumes
  - b. Twenty-four hour and peak hour counts taken by the District 5 staff at various locations along the route in 1984



# Office Memorandum

TO: Transportation  
Room 813

DATE: January 13, 1987

PHONE: 296-0217

FROM: Bob Brown  
Transportation Analysis Engineer  
District 5 - Golden Valley  
George M. Cepress  
State Traffic Engineer  
Traffic Forecast Section

SUBJECT: TH 94 from TH 100 (Fish Lake Interchange)  
to Shingle Creek Parkway TA-M348

Projected average weekday traffic (AWDT) and peak hour volumes (AM and PM) for the year 2010 on the above route are enclosed. The volumes are presented in schematic form on Figures 1, 2 and 3. In addition, an index map of the route is included.

Volumes shown are based on the latest Mn/DOT-Metropolitan Council approved computer assignment of 2010 AWDT and PM Peak to the 2000 road network (2010/2000).

The following data sources were used to examine, verify and modify the 2010/2000 computer traffic assignments:

## 1. Loaded Links

- Eastbound TH 94 west of TH 100
- Northbound to eastbound turn at TH 94-TH 100
- Northbound to westbound turn at TH 94-TH 100
- Eastbound TH 94 east of TH 52-169
- Eastbound TH 94 east of TH 152
- Northbound to eastbound turn at TH 94-TH 100

## 2. Loaded Trees (Zones)

Zones 662, 667 and 676

## 3. Zone boundary maps and aerial photos

## 4. "Current" traffic counts

- Mn/DOT 1984 ADT flow Map Volumes
- Twenty-four hour and peak hour counts taken by the District 5 staff at various locations along the route in 1984

Bob Brown  
January 13, 1987  
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## 5. Previous Mn/DOT traffic forecast reports

- TA-M313 (July, 1984) - contains AWDT and peak hour traffic projections for 2010 on TH 94, 694 from TH 100 to TH 10
- TAR-M254 (August, 1980) - contains ADT and PM peak hour traffic projections for 2000 on TH 94 from CSAH 18 to TH 52-169

It should be pointed out that the enclosed 2010 forecast assumes substantial development will occur in TAZ 676, i.e., the area bounded by CSAH 18, TH 94, TH 52-169, and 77th Avenue North, by the year 2010 as shown on the following table:

### Daily Vehicle Trip Ends

TAZ	1980 Model	2010 Model	2010 Used in TA-M348
676	6385	17083	75000

The 2010 trip ends for TAZ 676 which were used in this report are based on revised employment forecasts developed thru a joint effort of the city of Brooklyn Park, the Northland Park developer, and Deane M. Wenger from the Metropolitan Council in 1980 for the year 2000 (2010 in this report)--see TAR-M254.

TA-M348 FIGURE 1/3

TH 94 - TH 494 TO S.C. PKW

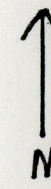
### LEGEND

000 - 2010 AWDT

00A - AM PEAK

00P - PM PEAK





TH94 45500 5365P  
45500 3770P

TH494 33000 3660A 2800P 15551 1860A 1160P  
33000 2800A 3660P 10081 4008A 0000P

17500 1800A 1640P  
17500 1640A 1800P

47500 4410A 5145P  
47500 5145A 4410P

2100 255A 170P  
2100 170A 255P

1600 145A 190P  
1600 190A 145P

CSAH61 6500 625A 675P  
6500 675A 625P

1100 125A 100P  
1100 100A 125P

3800 310A 430P  
3800 430A 310P

4055 409E 005H  
4500 4055 005H

1300 90A 170P  
1300 170A 90P

48900 5385P  
48900 4410A  
48900 5385A  
4410P

4500 370A 555P  
4500 555A 370P

7500 835A 725P  
7500 725A 835P

CSAH18 34900 3995A 3150P  
34900 3150A 3995P

17900 2150A 1580P  
17900 1580A 2150P

12500 1290A 1200P  
12500 1200A 1290P

4105P  
3205P

29000 3415A 2590P  
29000 2590A 3415P

3600 285A 430P  
3600 430A 285P

53000 5735P  
53000 4780A TH9  
53000 5735A  
4780P

TA-M348 FIGURE 1

TH94 - TH494 TO S.C.F

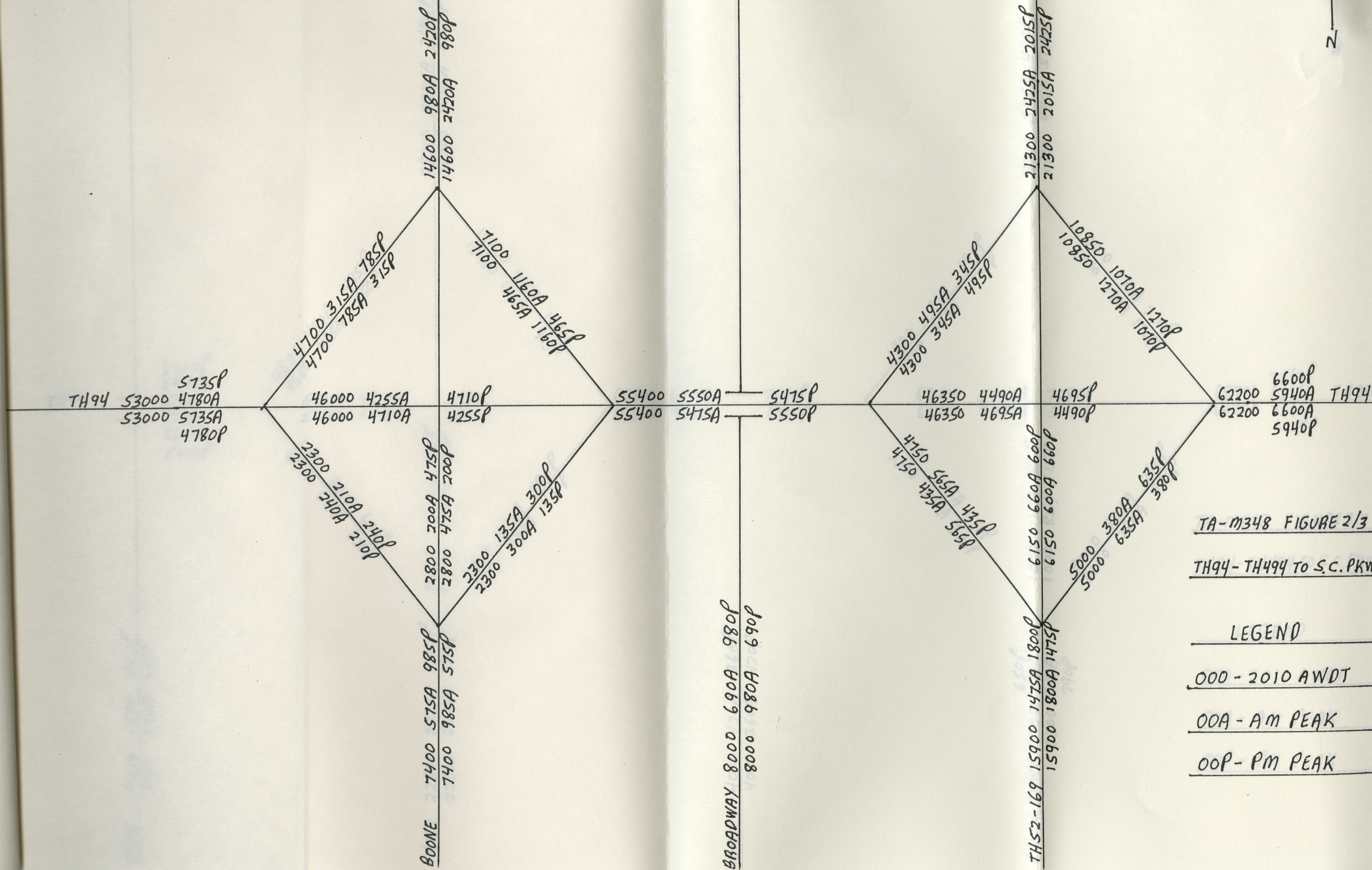
LEGEND

000 - 2010 AWDT

00A - AM PEAK

00P - PM PEAK





TA-M348 FIGURE 2/3

TH94 - TH994 TO S.C. PKW

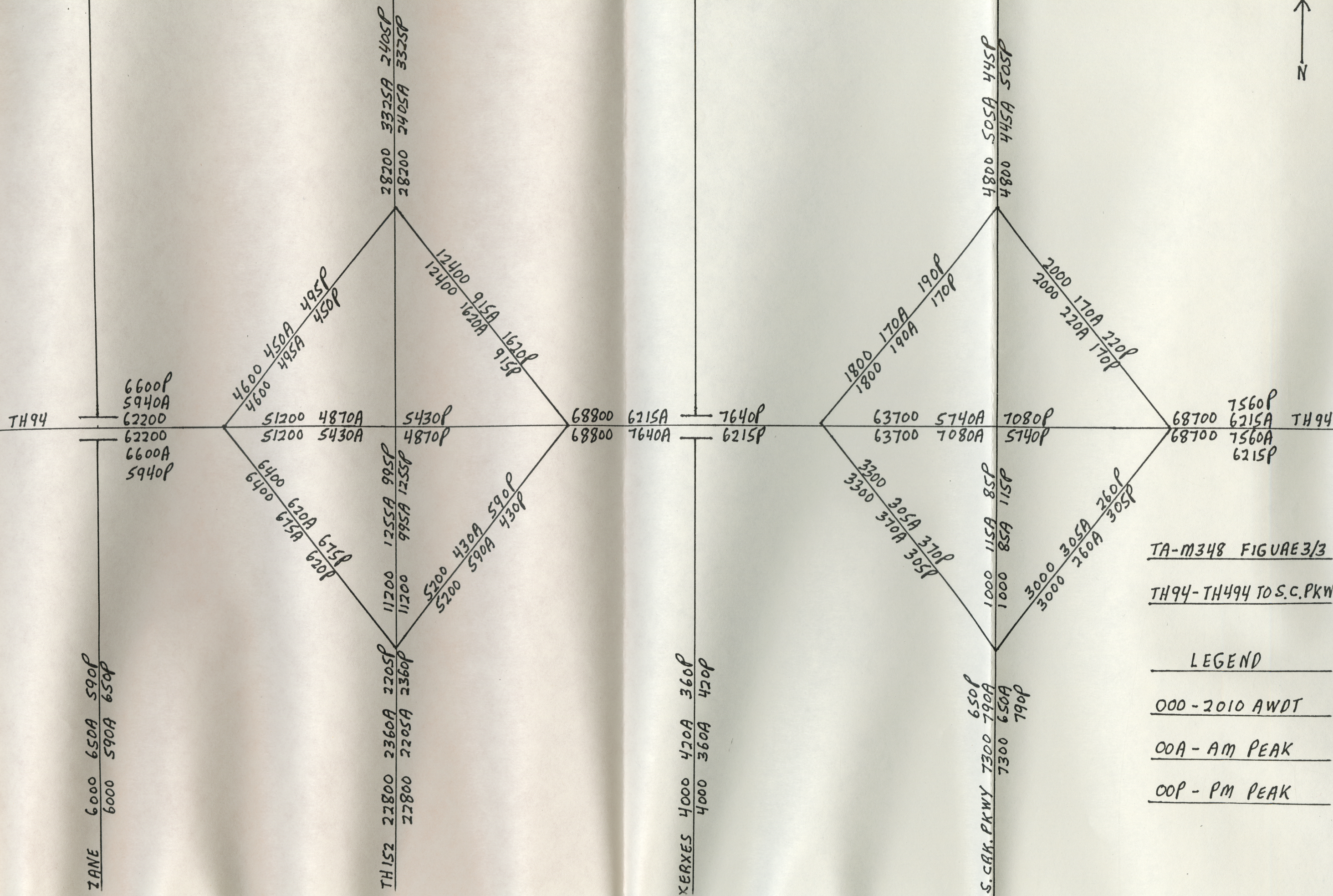
LEGEND

000 - 2010 AWDT

00A - AM PEAK

00P - PM PEAK





TA-M348 FIGURE 3/3

TH94-TH494 TO S.C. PKW